IN THE CLAIMS

Please amend the claims to read as follows:

1-54. (canceled)

55. (New) Claiming the industrial design: An internal combustion engine that is in a shape of electric motor, this engine comprising a case 2 having a cylindrical cavity comprising a central main crankshaft 6 disposing at least a flywheel 3, centrally mounted and geared thereon has external smooth circumference width to rotate coaxial therein its case, one or more cylindrical space is inside the flywheel on center-side has a plan of its central axis perpendicular on wheel's central line thereof defining a cylinder 41 with one side of its end length opened outwardly on angle 45° or more at its wheel's tangent, a piston 42 to move inside it fixed with the closed end of said cylinder by an elastic spring to provide deferential free linear movement for the piston due to resisting any stress while consisting a means to form a rod pump therein for servicing oil into piston wall thereon, defining piston's push-arm 7, the vacuum which is surrounded by piston's chamber 1, circular non-penetrated seals 26 fixed and to be interlocked on two side edges of flywheel circumference 4 with the case, three or more groups of seal mass 19 affixed on a radial location on case cavity facing and contacting the flywheel circumference width designed to isolate each revolution into three zones or performance modes relatively to the chamber as conducted by its flywheel rotating therewith, a rotation is to have a chamber firstly be fed with air-fuel mixture by inlet 20 via inlet valve 22 in a feeding zone, to pass secondly on sparking or ignition zone of plug(s) 9, to exploding its fuel-mixture to act on its piston by a stress to depress it downward while resisting it by its piston's push-arm while transferring a potential force to its cylinder bas to act as a side force on its flywheel thereon causing a rotation power, then a chamber will pass thirdly on exhaust zone of opening 30 on the facing case cavity wall which contains wings aligned aerodynamically to remove escaping gases from its flywheel chamber by implementing physical influence by relevant Bernoulli's concept with inlet valve 21 for puffing air to scavenge and to clean said chamber from its remaining exhaust gases, these performances will be repeated for each chamber as its revolution will continue, while pressured air-fuel mixture is to be fed to the chamber(s) using compressor that has air store and working in

association of its engine to supply this feeding mission and the puffing mission done by a network of pipes, a fuel spraying device 20 as carburetor, or by fuel injecting device with other accessories, ignition distributor 33 associated with crankshaft rotation, inlet valves 21, 22 have their relevant mechanical timing control by edge(s) of circular light metal pad(s) 17 which is mounted surrounding each side of its flywheel and coinciding with it, used also for oil and cooling services containing radius grooves to discharge oil outwardly from the central oil canal 24 inside a central oil supply canal servicing engine parts including the piston(s) via its rod pump 10 in its push-arm 7 working relatively downwardly and upwardly with its motion, linked by a central oil canal via flywheel oil intake hole, serving oil to piston to flows back via flywheel side outlet to its side pad to outwardly case by implementing centrifuge concept, while cooling the case returning to the main oil tank 35 which has an opening to the atmosphere to allow using the centrifugal concept.

56. (New) The engine designed as in claim 55 used as a novelty.

57. (New) The engine designed as in claim 55, further comprising stroke piston displacements in downward or upward motions that will act positively, during the performance to be beneficial on the engine output.

58. (New) The engine designed as in claim 55, further comprising a feature of using the potential aerodynamic reactions of exhaust gases to increase the automotive power on engine output, by using a technique of aerodynamically modified exhaust openings outlet to create physical reaction that would be inverted to create influence increasing the rotation speed of the flywheel(s) therewith in the engine.

59. (New) The engine designed as in claim 55, further comprising a feature of an ability to use a boosted compressed air-fuel mixture in feeding chambers which distributed on flywheel(s) edge each of independent performance for executing fuel combustion energy therein to act therefore as rotating forces on their relevant flywheel(s) thereon then to let the expelling exhaust gases of each chamber to play a part to increase rotations on each flywheel.

60. (New) The engine designed as in claim 55, further comprising a feature of allowing independent performance of engine parts by regulating feeding of fuel- mixture into each chamber, as placed on its flywheel(s).

61. (New) The engine designed as in claim 55, further comprising a feature of using principle of puffing air inside each chamber on the piston cup directly at the end of exhaust stroke while still hot in expelling exhaust gases.

62. (New) The engine designed as in claim 55, has feature of using principle of independent oil servicing for each piston by its rod pump working relatively to its piston's displacement supplying a required oil needs for piston wall as sliding with its cylinder, linked with main central supply canal located in engine central axis while using the centrifugal concept in discharging the oil outwardly due to engine rotation.

63. (New) The engine designed as in claim 55, which uses a flexible elastic push-arm for pistons with chambers placed on circular zone on flywheel(s) circumference.

64. (New) The engine designed as in claim 55, which uses a Centrifugal concept in highly speeds, to reduce the fuel consumption.

65. (New) The engine designed as in claim 55, which uses valves for chambers, controlled separately without using the essential articulated timing connection.

66. (New) The engine designed as in claim 55, in which the engine has a discipline seated to facilitated ways in regulating and adjusting all engine activities.

67. (New) The engine designed as in claim 55, in which the piston push-arms are made of an elastic material.

68. (New) The engine designed as in claim 55 which has a connected hydraulic system for two pistons in one wheel.

69. (New) The engine designed as in claim 55, in which said engine is positioned vertically as its crank in vertical direction.

70. (New) The engine designed as in claim 55, which has a plurality of ignition spark plugs.

71. (New) The engine designed as in claim 55, where said engine is connect to other engines.

72. (New) The engine designed as in claim 55, in which said engine uses gasoline for a fuel.

73. (New) The engine designed as in claim 55, in which said engine has an air-fuel mixture feeding pipe has controlled inlets to feed each pistons of the engine (the piston in any flywheel-unit) by valve regulator or management.